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PHOTOGRAPHY BY ROBERT OSKIERA

In the early paleolithic, the engine serial number was also used as the *identifying*

number for the chassis, or the entire vehicle. Then some bright fellow discovered that if he stole a car and switched the engines and license plate(s), no one would be able to prove that the car was stolen. This prompted

the auto makers, and then the government, of the day to develop more complicated engine and vehicle identification number system. This evolved into the VIN and engine I.D. systems, which were discussed in "Part One".

One of the advantages of the engine serial and I.D. numbers are the ability to correctly

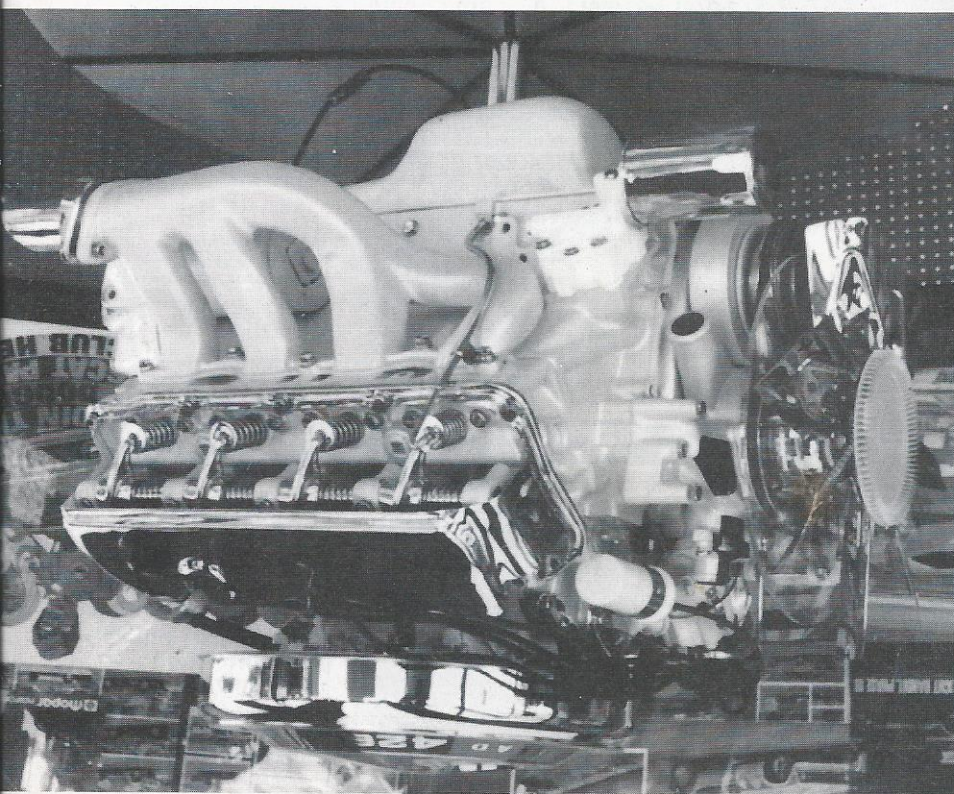
identify a high performance engine, as the correct engine for a particular muscle car or to identify it as similar which has some of the same internal or external components. Some of Chrysler engines were designed for the export market, and had very low compression. While

i.d. engine

the small, the big & the Hemi
Big Blocks: B and RB
plus Chrysler's Hemi

PART TWO

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V8 Engine I.D. Location Chart	
Type of Block	I.D. Boss/Stamping Location
Small Blocks (273-318-340-360)	The engine I.D. pad is below the left cylinder head on the front of the block.
Big Blocks (383-400)	The I.D. Boss is in front of the right cylinder head (passenger side), behind/below the distributor hole.
RB Big Blocks (440)	The I.D. Boss is on top to the left (driver's side) of the distributor hole, behind the thermostat housing
426 Hemi	Same as RB big blocks

These are the I.D. Locations for all Chrysler-built V8 engines. The small block location is used up until the "new" 5.2-liter Magnum was installed in the truck line in 1992. The last year for a production 426 Hemi installed as a RPO (Regular Production Option) was 1971, but Chrysler still had original castings up until 1974. Both "B" and "RB" blocks ended production in 1978. Except for the 426 Hemi, Chrysler used both style V8s in either passenger or truck production. The "LA" small block is still in use as a "truck only" engine. The "new" Magnum series V8s are "LA" engines, but only 15% will interchange with the old.

others were designed for racing or performance street-use had unusually high compression. And there were special police engines, Super Stock engines etc... The early Hemis, 1951 to 1958, were all stamped with a set of numbers that identified the engine as to which model it was to be installed in with a serial number. It is stamped on the front rail, behind the water pump. (We have included a chart which provides these numbers.) These Hemi engines, also, had a set of numbers stamped on the driver's side front next to the water pump. One of the few negative things which can be said about the early Hemis is they were very heavy. The casting procedures used in the '50s were not that sophisticated, because the machining process wasn't up to today's standards either. By the end of a production run the machined holes, the lifters, cam bearings, cylinders etc... would be all over